

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
GROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times:

Champagne Bitters and Whiskey is good.

Stick to this advice and you'll never know you have a liver.

WATKINS,
LIMITED.

Chemists and Apothecary Water Manufacturers.

Hongkong, 13th August, 1901.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 P. Cask of 375 lbs. Net ex Factory.

\$5.30 P. Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st June, 1901.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 24th September, 1901.

[1053c]

Sole Agents in China, Japan, the Straits Settlements and the Philippines for the

YOST TYPEWRITERS,

Three record orders have been received for the Yost after that machine has been thoroughly tested against all other makes, which proves that the

YOST IS THE BEST TYPEWRITER.

Price \$25.00.

Hongkong, 21st September, 1901.

Just Received.

SLAZENGER'S FAMOUS

E. G. M.
TENNIS RACQUETS.

Price \$16.00 each.

[690c]

Optimal Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 24th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st October, at NOON, will be subject to rent and landing charges.

All claims must be sent to me on or before the 1st October, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,
Acting Agent.

Hongkong, 24th September, 1901.

[1004c]

THE

**ROBINSON PIANOFORTE CO.,
LIMITED.**

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901.

[953c]

**WE HAVE BEEN APPOINTED
SOLE AGENTS**

FOR

**MARTELL & Co.'S
BRANDIES.**

ONE STAR
THREE STAR
V.S. O.P.
V.V.S. O.P.

PER CASE.

\$22

28

44

80

H. PRICE & CO.,
12 QUEEN'S ROAD.

[952c]

Hongkong, 24th September, 1901.

A. CHEE & Co.

17A, Queen's Road, Central

ESTABLISHED 1859.

**FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;**

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

[777c]

To-day's Advertisements.**GUARANTEED CURE.**

After protracted and painstaking research, a thoroughly safe and certain Remedy has been discovered, which will positively Cure any Disease of the Nervous System. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption; and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope.—Address: Rev. JOSEPH HOPE, "St. Cloud," Westcourt Road, Wuthing, England. ("Name this paper). [1052c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAILOONG," Captain Bathurst, will be despatched for the above Port, on THURSDAY, the 26th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 24th September, 1901. [1052c]

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA," Captain F. F. Benten, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1052c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNÉES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 24th September, 1901.

[1053c]

To-day's Advertisements.EOTHEN MARK LODGE,
No. 264, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zeeland Street, TO-MORROW, the 25th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th September, 1901. [1048c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on FRIDAY, the 27th instant, at 5 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 24th September, 1901. [1049c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, 24th September, 1901. [1049c]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Ortegal" from Havre ex s.s. "Ortegal" and from Bordeaux ex s.s. "Ville d'Arras," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

All Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 24th September, 1901.

[1053c]

SHEWAN, TOMES & CO., Agents.

Hongkong, 24th September, 1901.

[1053c]

NOTICE TO CONSIGNEES.

A. S. RICHMOND CASTLE," FROM NEW YORK, STRAITS AND MANILA.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 24th September, 1901.

[1053c]

NOTICE TO CONSIGNEES.

SHEWAN, TOMES & CO., Agents.

Hongkong, 24th September, 1901.

[1053c]

NOTICE TO CONSIGNEES.

A. S. WATSON & Co., Agents.

Hongkong, 24th September, 1901.

[1053c]

NOTICE TO CONSIGNEES.

SHEWAN, TOMES & CO., Agents.

Hongkong, 24th September, 1901.

[1053c]

NOTICE TO CONSIGNEES.

A. S. WATSON & Co., Agents.

Hongkong, 24th September, 1901.

[1053c]

NOTICE TO CONSIGNEES.

A. S. WATSON & Co., Agents.

Hongkong, 24th September, 1901.

[1053c]

NOTICE TO CONSIGNEES.

A. S. WATSON & Co., Agents.

Hongkong, 24th September, 1901.

[1053c]

NOTICE TO CONSIGNEES.

A. S

THE COCHRANE STREET COLLAPSE.

THE ENQUIRY REOPENED.

After the adjournment for fifteen yesterday the examination of Mr. Tooker was proceeded with. He said: "In houses built on the slope I would not expect to find the foundations at an average depth of six inches below the floor level. It is usual in submitting plans to show the existing work as well as the intended new work in cases of alterations and additions. The plans do not show what work existed before the alterations, and there is nothing to show that there was originally a couple of cross walls in these houses. That is a very important omission. There is nothing in the plan to show the staircases were to be removed. Plan E. shows no staircases at all, and there are no foundations shown for the internal cross-wall. The removal of the staircase would probably tend to weaken the party wall. No detail drawings of the verandah for No. 34 Cochrane Street have been submitted to my department, and that was the reason why Mr. Crisp was sent to Cochrane Street in May. The owner did not sign the agreement with respect to the verandah. I read an article in the *China Mail* in August, 1899, relating to Jerry building in Hongkong. It gave rise to a considerable amount of discussion, but I was not in the Colony at the time, though I afterwards saw the article. I heard there had been several collapses while I was away on leave. Ever since I have been in the Colony there have been collapses occasionally. And knowing that fact; why did you pass these plans?—Most of the collapses were due to the typhoon. We could have told the architect to open the foundation. In theory that is all right.

Was there anything to compel you to sign these permits?—We were bound to approve of the plans unless we knew the buildings were not in accordance with the Building Ordinance. You might have said "we have not time to approve them?"—I don't think that would have been an excuse under the Ordinance.

Is there anything in the Ordinance that says you must approve of plans within a certain time?—No.

You have seen the buildings lately?—Yes. In what manner of the buildings can you point out any deviations from the plans? I noticed in the work the following deviations:—On the ground floor of No. 34 there was a large archway instead of a cross-wall. At the kitchen there is a large archway instead of a wall.

Is there any internal cross-wall as shown in the plan?—No.

Continuing, he said:—There were no chimneys in accordance with the plan. There should have been a pipe flue but that is not drawn. On the roof there was a brickwork superstructure about seven feet high and five feet square. It seems as though it had been used as a cookhouse. By the side of it was another superstructure partly broken. In No. 32, Cochrane Street there was an arch on the ground floor instead of a wall. The internal cross-wall was missing, no chimneys were shown on the plan, and there was a brick superstructure nearly similar to that on No. 34. It was not quite so high. The side of the superstructure appeared to be built on the party wall between No. 32 and 34. Superstructures of this kind are not considered part of the party wall nor do they necessitate any increase in thickness.

Have these deviations had anything to do with the collapse?—In a slight degree. I do not think the want of chimneys, nor the superstructures had anything to do with it. I think if the cross-wall had been built it would have strengthened the building.

Are you still of the same opinion with regard to the cause of the collapse? Yes.

Continuing, he said:—I don't think the vibration in the blacksmith's shop would tend very much to weaken the wall, nor do I think it had any effect upon the collapse. It might have contributed to it in a slight degree.

Mr. Bowley.—That is all the evidence. Your Worship, I propose to adduce, and with your permission I should like to make a few remarks on the evidence.

His Worship:—Yes.

Mr. Bowley:—As I mentioned to your Worship, in reopening this enquiry, of course, it is quite clear that the deaths of these unfortunate people was caused by the collapse of the houses, and I take it that the real cause of this enquiry is to find out why these houses collapsed. I think we have overwhelming evidence from several expert engineers that the real cause of the collapse was the faulty construction of the party walls between the two houses. Therefore, the enquiry really limits itself to the finding out of the cause of the falling of the party wall. I think your Worship will be of opinion that the fall of the party wall was brought about to a very great extent, if not altogether, by the addition of a new story comprising heavy beams and brickwork. There were, possibly, minor causes, such as the soaking of rain into the building and the vibration caused by the work in the blacksmith's shop, but in spite of these, I submit that the chief cause of the collapse was the addition of the new story to this old building. We now know pretty well how it was this new story was constructed. It was an old building erected in 1828, probably without much supervision in those days. Originally it was a three-story house, and was built of blue brick. Somehow or other it stood the wear and tear of usage and climate for some 23 years. Recently it changed hands, and the new owner, seeing what was going on everywhere in the Colony, thought he would do the same as other people and add another storey. Before doing so he took professional opinion as to its feasibility, and went to an architect and asked him to find out, and the architect recommended the addition and the parties who sanctioned it were guilty of gross negligence in the matter.

His Worship:—I shall have to take a little time to consider the evidence, and I will be ready with my verdict at ten o'clock on Wednesday morning.

TOTTAM & CO. for SILK SOCKS and PUMPS.

TOTTAM & CO. for VARIOUS ASSORTMENT OF SILK BRACES for EVENING WEAR.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

walls were strong enough. The architect, though he must have known the condition of buildings in the Colony, and though he had warning by the many collapses that had previously occurred, thought it sufficient to send an overseer to look after the matter. He had no instructions to make a careful examination of the building, but simply to look at the walls. The overseer went there and spent twenty minutes in each house. He never thought to look at the foundations, or even to scrape away the whitewash from any part of the walls, and did not even plumb them except with his eye. He did not cut into them to ascertain their solidity—he simply looked at them. Then along came the draughtsman to measure the houses. He spent fifteen minutes of his valuable time there, and took three measurements—breadth, depth, and height of each floor. From these, three measurements he drew up the elaborate plans that have been produced in Court; each of them absolutely incorrect in several respects. The time he spent in each house was thirty-five minutes. The plans were made out containing misleading information, and leaving out some very important information that should have been included. The plans do not show there were two old cross-walls that had to come down, and no foundations whatever except to the new wall. The height of the wall itself is mere guess-work, and in one plan no staircases are shown at all. These plans are thought to be sufficient to pass the Public Works Department, and they are sent up, and after a cursory glance by that very much overworked official—the Executive Engineer under the Building Ordinance, they are sent to the M. O. H. whose only duty is to find out whether the height of the wall is in correct proportion to the width of the street. He does his duty. An overseer is sent to measure the street—not to inspect the building, and ascertain whether they are fit to be built upon. When this purely routine work has been finished the Director of Public Works, or, rather Mr. Tooker on his behalf, issues a permit to the effect that notice has been received that the owner intends to re-build, and so on. It has been pointed out that the Building Ordinance gives the Director of Public Works a very wide discretion, and I submit that the whole object of the Ordinance is to protect the public. It is the duty of the D. P. W. to see that works comply with the Ordinance. Under Section 72, as amended, any alteration or addition to existing buildings must comply with the Ordinance, and it has been pointed out that the Ordinance requires, amongst other things, that walls should be built solid, of good bricks, properly bonded together, with the lower storey of the building of red brick with satisfactory foundations. No one in the Public Works Department thinks it necessary to see whether these requirements have been fulfilled. From the beginning to end of these transactions no one ever thought of looking at the foundations. In this case they had nothing to do with the matter, though they might have done, as in a recent case. No one opened the brick wall. With all this elaborate machinery of the Building Ordinance having gone through in this farcical way, the plans, with the formal approval of the Director of Public Works, were handed to the contractor or architect. Then began the work of hacking the party wall, of cutting into it, putting in new corbeling, altering the staircases, and adding to the top of the building so that by degrees this death-trap, warranted to hold 55 people, is erected. No one ever inspected the work from the commencement to the finish. This is a matter, which I submit, your Worship, not only concerns the tenants; but also the man in the street, who supposes that the Public Works Department in this Colony protects him against houses falling upon him. The Ordinance says, "The Director of Public Works shall inspect buildings during their progress, and see that the requirements of the Ordinance are complied with." I submit it is the duty of the official in charge to refuse to sign the permits until he has satisfied himself on all points. I have heard it argued in courts of law that it is no excuse because a man has not time to do a certain duty, that that duty should remain undone. If he had no time to inspect the building it was in his power to refuse to sign the permits, or he might have referred the matter to the Government and thrown the responsibility on it. It is not, your Worship, as though this is any new thing. Houses have been falling about in this Colony for the last two or three years in a most extraordinary way, and a great deal has been made of it in the public Press, and in other ways. I submit your Worship that the persons to blame for this accident are—in the first place, the Architect on whose professional knowledge the owner relied, and who gave it as his opinion, without making any examination at all, that the houses were fit to be built upon; secondly, the official responsible in the Public Works Department, who, without making any examination whatever, passed the plans; and thirdly, the head of the Department, who has allowed the staff in charge of the duties of the Building Ordinance to dwindle down gradually, although the work was increasing, until it reaches Mr. Crisp. He actually takes away the assistant engineer in charge of building work and appoints nobody, save one overseer, who has just come out to the Colony and hardly knows his way about the street. In this way the Building Ordinance, which is carefully framed, has been allowed to dwindle down until it is a mere farce. I would ask your Worship to bring in a verdict, in addition to your previous finding that the deaths of these people were due to the adding of a new story to the rotten party wall, and that the architect who recommended the addition and the parties who sanctioned it were guilty of gross negligence in the matter.

His Worship:—I shall have to take a little time to consider the evidence, and I will be ready with my verdict at ten o'clock on Wednesday morning.

TOTTAM & CO. for SILK SOCKS and PUMPS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

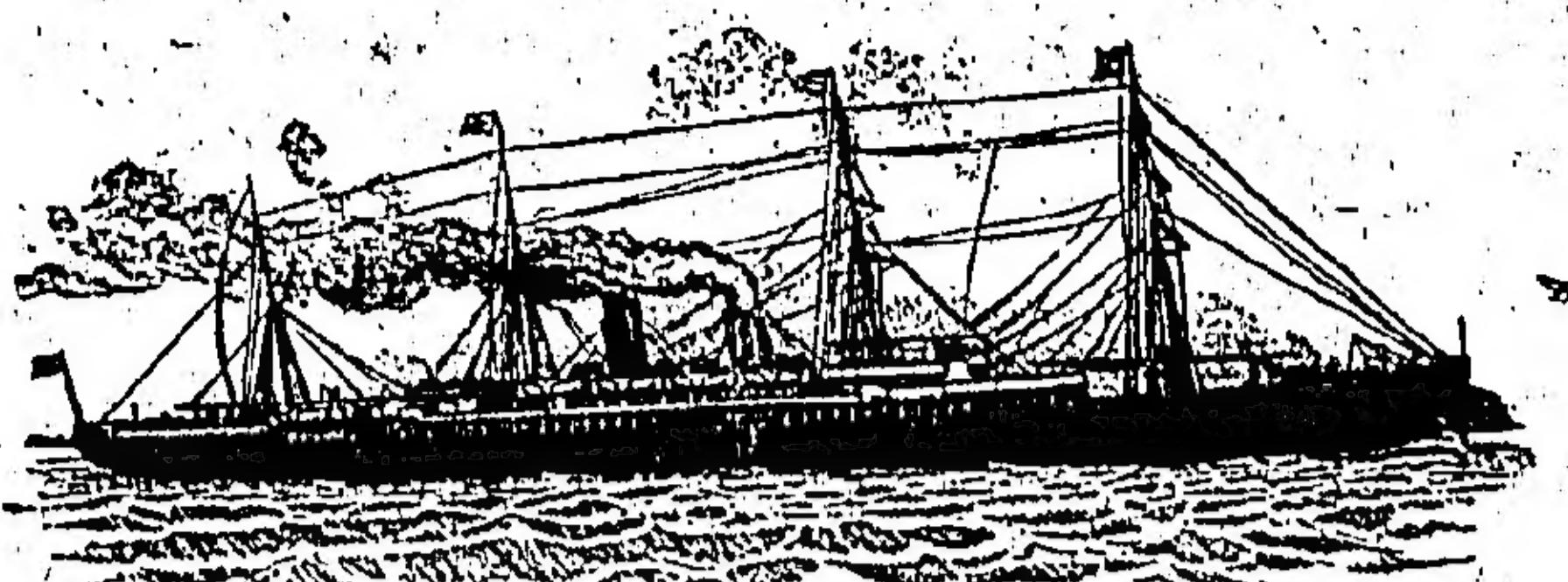
TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

TOTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

Details.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

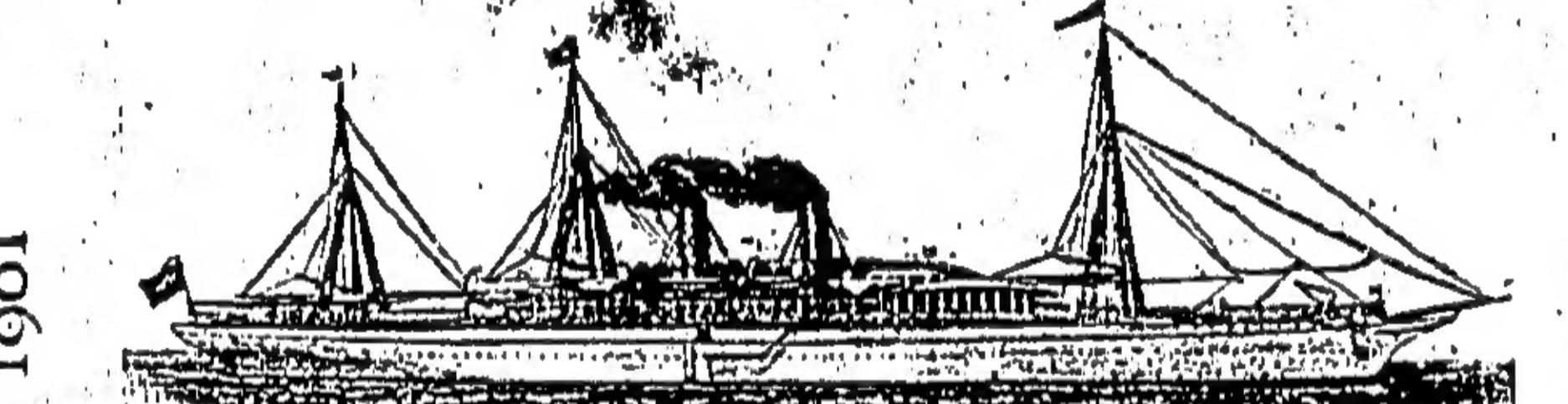
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 24th September, 1901.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 25th September.
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 20th November.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS; saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second-to-none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN-AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pidder's Street.

Hongkong, 28th August, 1901.

[3]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIASTISCHE FRAUDTAMPFER DIENST.

(Taking Charge at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, POOTS IN THE LEVANTINE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARABIA	HAVRE and HAMBURG.	5th Oct.	Freight.
Sachsen	(Calling at SINGAPORE and COLOMBO).	{ 5th Oct.	{ Freight.
KOENIGSBERG...	HAVRE, BREMEN and HAMBURG.	19th Oct.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG).	{ 19th Oct.	{ Freight.
BAMBERG ...	HAVRE and HAMBURG.	2nd Nov.	Freight.
Jacobs	(Calling at SINGAPORE and COLOMBO).	16th Nov.	Freight.
SEGOVIA	HAVRE and HAMBURG.	30th Nov.	Freight.
Förster	(Calling at SINGAPORE and PENANG).	{ 30th Nov.	{ Freight.
MARBURG	HAVRE and HAMBURG.	{ 30th Nov.	{ Freight.
von Bünzer	(Calling at SINGAPORE and COLOMBO).	{ 30th Nov.	{ Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 1st September, 1901.

Insurances.

"L'UNION"
FIRE INSURANCE COMPANY, LTD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.
Hongkong, 5th July, 1901.

"The Time to get
Cake is When it
is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to:

F. KIENE,
The
Equitable Life Assurance
Society,
Hongkong.

Hongkong, 20th September, 1901.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & CO.

Hongkong, 28th May, 1901.

To be Let.

TO LET.
(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to

PUN HUNG,
58, Queen's Road Central.

Hongkong, 17th July, 1901.

TO LET.

NOS. 1 to 8, WILD DELLY, WANCHAII
ROAD.

Apply to—

SANG-KEE,
208, Des Vaux Road Central.

Hongkong, 5th September, 1901.

TO LET.

NO. 1, STEWART TERRACE.—THE
PEAK.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1901.

TO LET.

GODOWN—No. 54, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1901.

TO LET.

A HOUSE in RIFON TERRACE.

"THE RETREAT," MOUNT KELLETT.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1901.

TO LET.

SAFETY. SPEED. PUNCTUALITY.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

For Sale.

A SPECIAL SALE

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies and children's underclothing and other useful and embroidered articles suitable for birthday presents.

The prices will be marked on every article.

The Superintendence hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT,

20 Caine Road.

Hongkong, 9th September, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on En-
gineering Subjects.

For List, apply

"STEAM,"

C/o, The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORG, of PARIS.

Three years old, in Excellent Condition. For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

[56c]

THE

ROBINSON

PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT
SYSTEM.

Hongkong, 19th August, 1901.

[57c]

GIRAUT & TABLE DELICACIES.

G. GIRAUT & FRESH GOODS by every

MAIL.

Hongkong, 19th August, 1901.

[57c]

CANTON NOTES.

MORE TROUBLE FOR THE SHUN TAK
MAGISTRATE.

(From Our Own Correspondent).

CANTON, September 23rd.

A few days ago I called attention to the dis-

graceful state of affairs in the Shun Tak

district. There can be no doubt as to who is

to blame. The magistrate is useless. As I

THE HONGKONG TELEGRAPH, TUESDAY, SEPTEMBER 24, 1901.

inches as per scale; ponies that have started at this meeting and never won a race allowed 7 lbs.; winner of the criterion stakes 5 lbs. extra; entrance, Ts. 5.—One mile.

THE LATE CAPTAIN CLEMENS.

It will doubtless be still within the recollection of our readers says the *Shanghai Mercury* of the 16th inst., the circumstances under which Captain Clemens was found dead in his cabin on board the *Kwong-fing* on the morning of the 2nd April last and the verdict returned by the Court of Enquiry that deceased met his death by his own hands. The friends of the deceased were not satisfied with this verdict, and had ever since been doing their utmost to vindicate the memory of the deceased from the suspicion cast by the verdict. It is needless to go into all that has been done by a loyal and steadfast friend of the deceased in order to attain the desired end, but some experiments which were conducted on board the *Kwong-fing* yesterday should not go unnoticed. The experiments were carried out exactly under the conditions, described by the several witnesses, in which the body was found. Among those invited to witness the experiment we noticed Inspector Armstrong, Detective Sergeant Gilligan, Captain Ehhardt, Mr. G. J. T. Newman and three sailors from H.M.S. *Aratura*.

The first experiment was to find out the volume of smoke and the sound caused by the rifle shot. The cabin being placed in the same conditions, Mr. Forrestor lay in the bunk with the rifle and pulled the trigger with his foot. It was seen that the cabin was immediately filled with a large volume of smoke, and ten minutes later the blue-jackets on coming in found the cabin still full of smoke, the smell of which was distinctly that of gunpowder. The noise made was distinctly heard both in the chart room and on the bridge. This experiment was repeated twice in order to give all an opportunity of judging for themselves the sound of the shot from different positions. As the medical evidence before the Court of enquiry was to the effect, that the explosion took place inside the skull and that the sound must therefore have been slight, an experiment was made by firing a shot into a leg of mutton with the muzzle about half an inch from the flesh. The result was that the sound was exactly similar and as distinctly heard from the bridge and chartroom. It was noticed that a portion of the mutton was scorched in the same manner as Captain Clemens' face was. The last experiment was the pulling of the trigger with the foot in the position in which deceased was found, and the important fact established was that the operation must have disarranged the bed clothes.

THE ILLNESS OF LI HUNG-CHANG.

HONGKONG, September 17th.
It really appears as if old Li were breaking up after his tremendous strain in connection with the Pease negotiations. Several days last week he was unconscious, but on Saturday he brightened up and spoke clearly. Li Ching-mai, his second son, left here yesterday on receipt of telegraphic instructions to proceed to the old man's bedside in Peking. His old complaint has returned and he has had to call in a foreign doctor, who did him much good. It is reported to-day, however, that he had another relapse yesterday and that his condition is critical. He has applied for leave of absence to come down to Shanghai for change of air.

It is expected in Peking that Sheng Hsuan-hwei will go up at once to assist in the commercial negotiations and in making preparations for the Court's journey to Kufeng—*China Gazette*.

HOW THE YANGTZEKIANG GOT ITS NAME.

All the ancient tales associated with names of places in China are as a rule very interesting and quaint, but the following, which accounts for the changing of the lower portions of the Changkiang or Long River into Yangtzekiang, or Tea Tree River, would be hard to beat for prettiness of idea and quaintness. The Emperor Chang Sung as accustomed to leave his palace Nanking (or Southern Capital) and be rowed down the river to a tea house in which there was a beautiful singing girl, Tai by name, with a lovely voice, for whom the Emperor held a real platonic love. On the waters in front of the tea house the Emperor Chang Sung used to remain in his boat while the beautiful Juliet used to sing to him from the upper storey of the tea house. Then it came about that the Emperor was detained for many days over State matters and could not pay his afternoon visits; those others maidens who had previously been jealous of the evident preference which the Emperor had for the fair one, began to tease her and say the Emperor had found some one else to amuse him. This so preyed on the mind of the beautiful singer Tsai, whose regard for her royal Master was deep and sincere, that she threw herself into the river and was drowned. On learning which the Emperor's grief was beyond bounds, and he took a morbid enjoyment in going to the old haunt, where he said he could hear the voice of his lost love singing in her death to him. But the sight of the tea house filled him with too much sadness, so in order to hide it from view he ordered the whole south bank of the river to be planted with Yangtze or tea tree, and only when these grew up to hide the tea house did the voice of the lost one cease tingling in his ear, but a new amusement had come for him in seeing to the proper cultivation of his Yangtze, or tea tree. And thus was a little singing girl the means of changing the name of a river, or rather that portion of it between Nanking and the sea, for the bigger waters should still properly be called Chang Kiang (Long River).—*N.C. Daily News*.

GIRALUT'S GREAT SPECIALTY COFFEE ground on PREMISES EST. ASSORTMENT of CONFETTIERY.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Fernandes, V. F.	Pekin Railway, Chief Engineer.
Fode, Wazi, (Austria)	Captain.
Farell, Capt.	Robles.
Fardha No. 784 R. A.	Rosa, E. de
Farnchild, Mrs.	Rito, W. A.
Goodchild, Mrs. J. C.	Rozario, T. A.
Gujor Singh, I.P.C. 647	Rozario, O.
Gomes, J. G.	Rodigo, B. J.
Graves, W.	Roda Singh
Gaut, C. F.	Sam Ki, (Dead Letter.)
Gerald, A. (Nagasaki)	Sultan Mahomed
Galvao, I. da Cunha	Shane, Capt.
Brazil)	Skeener, J.
Gray, C. J.	Stop, A.
Hohenstein, L.	Sulabat Khan
Hannah, Mrs. G.	Sellers, Mrs.
Holleck, Mrs. R.	Thirty Tennis Club,
Hutchinson, Mrs.	Sec.
Hullmin, E.	Tilley, Capt. (5)
Ishabani, H.M.S.	Tremain, B. L. (New York)
Isha Singh (2)	Wazir Singh, I.P.C. 716
Johnson, S.	Wertheimer, Mrs. B. J.
Kwong Hing (Dead Letter)	Wo On, (2 Dead Letters.)
Kaiser, Singh	Wiener, A.
Kumura	Kala Singh

List of Registered Covers for Merchant Ships.

S.S. <i>Chowfa</i>	W. Schneider
" <i>Devawongse</i>	K. Ross
" <i>Erica</i>	Capt. Zindel
" <i>Helsingic</i>	Serang Human
" <i>Indravelli</i>	E. Pugh
" <i>Idomeneus</i>	A. Devaynes
" <i>Loosok</i>	L. Brandt
" <i>P. C. Kiao</i>	W. Shepherd
Transport <i>Penarth</i>	J. C. Connor
" <i>Slantung</i>	H. S. Clinton
" <i>Shortland</i>	Capt. Quail
" <i>St. Dunstan</i>	Leop. Miringer
" <i>Sui Tai</i>	A. Nene
" <i>Strathyle</i>	Herbert Clinton Field
" <i>Tatshaw</i>	Capt. W. Reher
" <i>Olysses</i>	O. Anderson
" <i>Tsinan</i>	H. Roberts
Transport <i>Wright</i>	S. Croft

List of unclaimed Telegrams flying in the Joint Telegraph Companies Offices at Hongkong.

Behnroy.	Trienfat.
Chingtai (2 telegrams).	Tungshunter.
Chunhangchang.	Vankee.
Fungshingyung.	Wilner.
Huffman.	Wingtaikouig.
Konghinin.	With.
Kwongchancheong.	Woocheong.
Kwongchopleng.	Wood.
Lohengkoe.	Wookee.
Nghuyien Thanh.	Yebisumoto.
Norton.	Yheetsan.
Pacotrae.	Yown.
"ueemoh.	Yuenheptai.
Schmidt (2 telegrams), 0903	Yuenophai.
Shuchinchong.	1,069, 1,459.
Soonki (9988),	1,759.
Takmakoff.	6,032, 1,123, 0,478, 0,006,
Thungsenglong.	3,470.

Intimations.

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).

SANITARY APPLIANCES—SUPPLIED
and FIXED, DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES,
Prices on Application.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guaranteed given to every purchaser.

50, QUEEN'S ROAD, Watson's Building.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

I'S now in a position, in his New and Com-
modious Premises, to exhibit, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1901.

58c

GRIMAUTL'S SYRUP OF HYPO-PHOSPHITE of LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-
sumption, Obstinate Coughs or
Colds and those affected with diseases
of the Chest, Lungs and Bronchial
Tubes, should take

GRIMAUTL'S SYRUP & HYPO-PHOSPHITE of LIME

Prescribed by the leading medical auth-
orities in all countries for the last twenty-
five years with the greatest success; it
continues to retain its reputation where
all other medicines have failed.

Grimalt's Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rapidly—a fact soon demonstrated by an in-
crease of weight and healthy appearance.

Grimalt's Syrup has a rose colour,
and is sold in half-pint bottles. Beware
of imitations.

GRIMAUTL & CO., Paris. Sold by all Chemists.

List of Registered Covers in Poste Restante.

Afzal Khan, Kohen, E. A.
Andrews, Wm. Kallah Singh
Abbas Khan, Lawan Singh
Ameer Shah, Leins, L.
Atlantis, Miss I. Litton, G. (London.)
Azzal Khan, Altmann, W. Mene, (Terashima)
Buyan, Brandt, P. (2) McGill, Major H. S.
Bomanjee & Co. (2) Tientsin)
Borden Bros. & Co. Martin, R. J.
Cadieux, Miss J. Marsh, Capt. P.
Campbell, Capt. Mullany & Co.
Cameron, A. B. Mangal Singh
Celestino, P. Moribond, N.
Chin Wab, (Dead Letter.) Macdonald, Geo.
Chitt Singh Mildehevich, J. B.
Carrington, Sir J. W. Mitra Singh, I.P.C. 802
David, J. A. Singapore Nizam Deob
Dallal Khan, I.P.C. 712 New Club Soc.
Ernechell, H. Q. Nand Singh
Eduarte, C. Noble, James
Elia, J. (2) Olbes, Fred
Ebrahim, E. I.P.C. 760 Petchielle, H.
GIRALUT for the best and GREAT
COFFEE ground on PREMISES
EST. ASSORTMENT of CONFETTIERY.

AMERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.

TERMS: MODERATE CONSULTATION FREE
to QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901.

DENTISTRY.

SUI-SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 1st January, 1901.

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.

TERMS: MODERATE CONSULTATION FREE

to QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

DENTISTRY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

COFFEE ground on PREMISES

EST. ASSORTMENT of CONFETTIERY.

GIRALUT for the best and GREAT

Shipping—Steamers.**CHINA NAVIGATION COMPANY, LIMITED.**

FOR STEAMERS TO SAIL.

TIENTSIN	KWEIYANG	25th instant.
CHEFOO and NEW CHWANG	KIUKIANG	27th instant.
SHANGHAI	CHANGSHA	28th instant.
MANILA	TSINAN	3rd October.
PORTE DARWIN, THURSDAY ISLAND, COQUITLAM, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	12th October.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.**OCEAN STEAMSHIP COMPANY, OUTWARDS.**

FROM STEAMERS DUE.

GLASGOW and LIVERPOOL	NESTOR	1st October.
"	LAERTES	9th "
"	DARDANUS	5th "
"	MACHAON	23rd "
"	PROMETHEUS	28th "
"	ACHILLES	6th November.

S.S. "CALCHAS" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI and JAPAN, TO-MORROW, the 25th instant.

HOMEWARDS.

FOR LONDON.

AJAX		1st Oct., 1901.
PYRENEUS		15th "
CALCHAS		29th "
NESTOR		12th Nov., "
MACHAON		26th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

ULYSSES

DARDANUS

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**NIPPON YUSEN KAISHA.**

FOR MANILA.

THE Company's Screw Steamship.

ROSETTA MARU,

(3,441 Tons Gross, Captain N. Tait), will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA,

Manager.

Hongkong, 20th September, 1901. [1038c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.

THE Company's Steamship.

LOKSANG,

Captain Leusk, will be despatched as above on SATURDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 21st September, 1901. [1039c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE-FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 2 P.M., the Company's Steamship "NATAL," Captain Boule, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Tonkin," which vessel take on her Passengers and Mails leaving that Port on the 10th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPORIN,

Acting Agent.

Hongkong, 23rd September, 1901. [1040c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Stratford..... about Oct. 10

THE Steamship

STRATHGYLE,

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA, and HONOLULU, on or about THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M., the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan, 24th September, 1901. [1032c]

Shipping.**STEAMERS.**

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 25th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 24th September, 1901. [1031c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Hongkong, 28th August, 1901. [1027c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSWI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 29th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 23rd September, 1901. [1026c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 20th September, 1901. [1026c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"MANUEL LLAGUNO,"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 8th July, 1901. [1027c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"CARINTHIA,"

Captain Marocchino, will be despatched as above on THURSDAY, the 26th instant, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 21st September, 1901. [1034c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the

GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"TEENKAI,"

Tons 4,642, Commander H. C. Harris, is due here on 24th instant and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 10th September, 1901. [1039c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain George, will be despatched as above on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for the Steamer of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 9th September, 1901. [1032c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"LONGSHIPS,"

Captain Moore, will be despatched

NOT ANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	4 p.m.
Barometer	29.99
Temperature	84
Humidity	72
Rainfall	69

TO-DAY.

Tuesday, 24th September, 1901.
Chinese—12th of 8th moon of 27th year of Kuang-hsu.

Sun—Rises	5 hr. 5 min.
Sets	5 hr. 55 min.
High water—Morning	5 hr. 50 min.
Afternoon	5 hr. 10 min.
Low water—Morning	5 hr. 20 min.
Afternoon	5 hr. 30 min.
Afternoon	5 hr. 30 min.

ANNIVERSARIES.

1853—Hongkong Government Gazette first published.
1868—H.M.S. *Rattler* lost off Japan.
1869—Piratical attack on German barque *Afengade* near Macao.
1896—Outbreak of Bubonic plague in Bombay.

TO-MORROW.

Wednesday, 25th September, 1901.
Chinese—13th of 8th moon of 27th year of Kuang-hsu.

Sun—Rises	5 hr. 5 min.
Sets	5 hr. 55 min.
High water—Morning	5 hr. 50 min.
Afternoon	5 hr. 20 min.
Low water—Morning	5 hr. 20 min.
Afternoon	5 hr. 30 min.

ANNIVERSARIES.

1848—Hungarian War of Independence commenced.
1857—Relief of Lucknow by Havelock.

1870—Seige of Paris commenced.
1900—Collapse of a building in Hollywood Road; two killed, four seriously injured.

ACENDA.

TO-DAY.

Cargo ex Ceylon subject to rent.

TO-MORROW.

Daylight—O.S. K. Co.'s steamer *Anping Maru* leaves for Foochow via Swatow and Amoy.
5 p.m.—C. & M. Co.'s steamer *Diamante* leaves for Manila.

THURSDAY, 26th.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore and Bombay.

FRIDAY, 27th.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore and Bombay.
4 p.m.—N. Y. K. steamer *Resella Maru* leaves for Manila.

SATURDAY, 28th.

Noon—P. & O. Co.'s steamer *Chusan* leaves for Bombay.
Noon—Ordinary Meeting of Shareholders of the Douglas Steamship Co., at the Company's office.

3 p.m.—I. C. S. N. Co.'s steamer *Lok sang* leaves for Tientsin via Swatow.

SUNDAY, 29th.

O. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui via Swatow and Amoy.

WEDNESDAY, October 1st.

O. S. K. Co.'s steamer *Haidzuru Maru* leaves for Anping, via Swatow and Amoy.

MONDAY, 7th.

1 p.m.—M. M. Co.'s steamer *Natal* leaves for Marseilles via Bombay.

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

August 20th.

The officers of the *Catherine Apcar* (Capt. S. H. Belson) are:—Chief officer, A. Buchanan; 2nd R. Gillan; 3rd R. M. Taylor; chief engineer, T. S. Laurie; 2nd T. Barrie; 3rd W. Park; 4th W. Marks; Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellars) are:—chief officer, Mr. Bicard; 2nd H. W. Weare; chief engineer, Mr. Smithers; 2nd Mr. Bushby; 3rd Mr. Moore.

August 23rd.

Mr. Short is temporarily chief officer of the *Haicing*.
Mr. S. Williams is appointed 3rd officer of the *Haicing*.

Captain Evans is temporarily commanding the *Haicing*, vice Captain Davis on leave.
Mr. Walker is appointed 3rd officer of the *Haicing*.

Mr. Musgrave is appointed 3rd engineer of the *Zhales*.
Mr. E. Sayer is appointed 2nd engineer of the *Zhales*.

Mr. E. H. Kirman, late of American ship *M. Laguno*, is now 4th officer of the *Glenigyle*.
August 26th.

Capt. Davis has resumed command of the *Haicing*.
Mr. Evans, chief officer, has returned to the *Haicing*.

Mr. Short, 2nd officer of the *Haicing*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haimus*.

Mr. Walters has joined the *Haimus* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are:—chief officer, W. Schaeck; 2nd E. Lehmann; chief engineer, M. Biese; 2nd C. Petersen; 3rd H. Brandt; assistant engineer, H. Dittmann.

September 20th.

Mr. D. Bowie is acting 2nd officer of the *Haimus* vice Mr. Short on leave.
Mr. Atwood has joined the same ship as 2nd officer.

September 23rd.

The officers of the *s.s. Diamante* (Capt. Ratnbury) are:—chief officer A. J. Motley; and A. Fraser; 3rd F. M. Turner; chief engineer J. Hill; 2nd J. Potts; 2nd D. Wilson; doctor S. Castro.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Australian*) to-morrow.
English (*Bengal*) 26th instant.
American (*Gaelic*) 26th instant.
Canadian (*Empress of China*) 30th instant.
Indian (*Kumsang*) 1st prox.
German (*Sachsen*) and prox.
German (*Preussen*) and prox.
American (*Hongkong Maru*) 2nd prox.
American (*China*) 10th prox.
American (*Doric*) 18th prox.

The P. M. S. S. Co.'s steamer *Gaelic* with mails &c., left Shanghai for this port to-day at 6 a.m.

The J. M. & Co.'s steamer *Kumsang* from Calcutta and Penang left Singapore for this port on the 24th inst., at noon.

The C. M. S. N. Co.'s steamer *Teekal* from Glasgow and Liverpool left Singapore for this port on the 20th inst., and may be expected here on or about the 26th inst.

The P. M. S. S. Co.'s steamer *Doric* with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th inst.

HONGKONG AND WHAMPOA DUCK RETURNS.

Georges Valentine ... at Kowloon Dock.
Victoria ... " "
Zafiro ... " "
Clara ... " "
Algo ... " "
Ecano ... " "
Changsha ... " "
Canton River ... " "
Loongmoon ... " Cosmopolitan ...
Charthouse ... " "

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Jewett, Mrs. Andrew, Mr. D. A. Johansen, Mr. and Mrs. Angus, Mrs. Joseph, Mr. and Mrs. Arnold, Mr. H. E. S. Baile, Mr. W. S. Barlow, Mr. B. J. Basio, Mr. A. Batath, Mr. Bell, Mr. J. T. Black, Mr. J. Dr. Bouboul, Comdr. Bonner, Mr. A. R. Brown, R.E., Major W. Busuttil, Mr. Buttrick, Mr. Cameron, Mr. D. H. Carré, Mr. M. R. Chavant, Mr. S. Clark, Dr. Colombo, Mr. G. Colson, Mr. J. S. Franklin, Mr. R. Gibson, Mr. Kennedy, Mr. G. M. Glouer, Mr. C. Graff, Mr. John Guignard, Mr. E. Hamilton, Mrs. Harford, Capt. Harris, Mr. W. V. Hawkins, Mr. J. A. Heckford, Mr. R. G. Houten, Mr. J. van Howard, Mr. Thos. Howe, Mr. A. S. Hawkings, Mr. and Mrs. Hughes, Mr. W. K. Innes, Capt. Irving, Mr. E. A. Iuri, Mr. F. Jefferson, Mr. Geo.

Franklin, Mr. and Mrs. Gibson, Mr. Kennedy, Mr. G. M. Glouer, Mr. C. Graff, Mr. John Guignard, Mr. E. Hamilton, Mrs. Harford, Capt. Harris, Mr. W. V. Hawkins, Mr. J. A. Heckford, Mr. R. G. Houten, Mr. J. van Howard, Mr. Thos. Howe, Mr. A. S. Hawkings, Mr. and Mrs. Hughes, Mr. W. K. Innes, Capt. Irving, Mr. E. A. Iuri, Mr. F. Jefferson, Mr. Geo.

Drake, Capt. and Mrs. Drion, Mr. F. Elliott, Mrs. Ezekiel, Mr. J. S. Forbes, Mr. Andrew, Mr. E. H. Frasier, Mr. and Mrs. Graham, Mr. D. M. Gumprecht, Dr. Hamilton, Major Jameson, Mr. Philip.

Jeffries, Mr. H. N. Lees, Mr. J. E. Martin, Mr. R. May, Mr. A. J. Brown, R.E., Col. L. F. McDermott, Mr. A. P. Brayne, Mr. H. F. R. Miller, Mr. and Mrs. Brusse, Mr. G. Collard, Col. A. W. Crookenden, Col. Pitt, Mr. John, R. E. Dann, Mr. George H. Pollock, Hon. H. E. Davies, Mr. W. D. Derrick, Mr. and Mrs. Kumsey, R. N. Horne, R. Murray, Mrs. Sawyer, Mrs. Sinclair, Mr. A. G. Stokes, Mr. A. G. Thomson, Mr. J. S. Wheeler, Mr. W. H. Wildres, Mr. W. T. Wilton, Mrs. W. and child Wright, Mr. and Mrs. H. Taylor

CRAIGIEBURN.

Bells, Mr. H. Helms, Mr. W. Brown, Mr. and Mrs. Langlands, A. O. D. H. Matheson, Capt. and Mrs. P. Crouch, Mr. J. W. Pye, Mr. E. Burns Edwards, Mr. G. H. Scott, Mrs. James Farrow, Capt. J. Sister, Govt. Civil Grimble, Mr. & Mrs. G. Hospital Hamilton, Capt. and Surgeon, Mr. and Mrs. Mrs. C. E. Heemskerk, Mr. J. J. B.

KOWLOON HOTEL.

Connelly, Miss K. Holden, M.W. Geo. H. Fernandez, Mr. & Mrs. Holdom, Capt. H. J. B. Hobbs, Prof. A. P. Hobson, Mr. V. Haines, Mr. T. O. B. Schmid, Mr. C.

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 24th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
------------	----------------	-------------------

Banks.

Hongkong and Shanghai Banking Corporation	\$ 125	\$602½ sales
The Bank of China and Japan, Limited—(Preference)	\$ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	40.15
The Bank of China and Japan, Limited—(Deferred)	\$ 1	1.5
National Bank of China, Limited—Do. Founders,	\$ 8	\$28 buyers \$15 sellers

Marine Insurances.

Union Insurance Society of Canton, Limited	\$ 50	\$310 sales
China Traders' Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$	

THE HONGKONG TELEGRAPH, TUESDAY, SEPTEMBER 24, 1901.

Post Office.

A Mail will close:
For Canton—Per *Honam*, to-morrow, the 25th instant, at 7.30 A.M.
For Bangkok—Per *Chiva*, to-morrow, the 25th instant, at 9 A.M.
For Haiphong—Per *Hongkong*, to-morrow, the 25th instant, at 9 A.M.
For Macao—Per *Heungtan*, to-morrow, the 25th instant, at 11 A.M.
For Amoy—Per *Chengchew*, to-morrow, the 25th instant, at 1 P.M.
For Shanghai—Per *Nagasaki*, Kobe, Yokohama, Victoria, B.C., and Vancouver—Per *Empress of Japan*, to-morrow, the 25th inst., at 11 A.M.
For Manila—Per *Diamante*, to-morrow, the 25th instant, at 4 P.M.
For Tientsin—Per *Kweiyah*, to-morrow, the 25th instant, at 4 P.M.
For Canton—Per *Faithan*, to-morrow, the 25th instant, at 4 P.M.
For Amoy—Per *Chengchew*, to-morrow, the 25th instant, at 3 P.M.

For Shanghai—Per *Looongmoon*, on Thursday, the 26th instant, at 2 P.M.
For Kuchuck and Samshui—Per *Tung-kou*, on Thursday, the 26th instant, at 3 P.M.
For Singapore and Bombay—Per *Carintha*, on Thursday, the 26th instant, at 4 P.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Rosetta Maru*, on Friday, the 27th instant, at 3 P.M.
For Tientsin—Per *Kinkiang*, on Friday, the 27th instant, at 4 P.M.
For Manila—Per *Vueungsang*, on Friday, the 27th instant, at 4 P.M.
For Europe, &c., India, via *Tuticorin*—Per *Chusan*, on Saturday, the 28th inst., at 11 A.M.
For Swatow and Tientsin—Per *Lokang*, on Saturday, the 28th instant, at 2 P.M.
For Chefoo and Newchwang—Per *Changsha*, on Saturday, the 28th instant, at 4 P.M.
For Europe, &c., India, via *Tuticorin*—Per *Preussen*, on Thursday, the 3rd October, at 11 A.M.
For Shanghai—Per *Tsim*, on Thursday, the 3rd October, at 4 P.M.
For Moji, Kochi, Yokohama, San Diego and San Francisco—Per *Strathyle*, on Thursday, the 10th Oct., at 3 P.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, on Saturday, the 12th October, at 4 P.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,435, *Lossius*,—Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, II. J. Jones,—Hongkong, Canton, and Macao Steamboat Co.
Powai, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.
Ho-tong, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.
Pak Kong, British steamer,—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton, and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 141, G. F. Morrison, R.N.R.—Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie,—China Merchant Steam Navigation Co.

Canton and West River.
Lungkien, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.
Salkong, British steamer, 259, D. Bowie,—Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 56,—Kwong Wan S.S. Co.
Kwai Luen, British steamer,—Kai Hing & Co.

Lil, American lorch.
Nanning, British steamer, J. J. Lossius, Hongkong, Canton, and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kuitsing, lorch, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

EXCHANGE.

Hongkong, 24th September.
ON LONDON, Telegraph Transfer, 1/11 3/16
" Bank Bills, on demand.....1/11
" Credits, 4 months' sight.....1/11
" Diners, 4 months' sight.....1/11
ON BERLIN, (demand).....M.1.08
ON PARIS, Bank Bills, on demand.....2/41
" Credits, 4 months' sight.....2/47
ON NEW YORK, Bank Bills, on demand.....47
" Credits, 30 days' sight.....47
ON BOMBAY, Telegraph Transfer.....145
" On demand.....145
ON SHANGHAI, Telegraph Transfer.....73
" Private 30 days' sight.....nom
ON YOKOHAMA, T.T.5% prem.
Sovereigns, Bank's Buying Rate.....\$10.30
Gold Leaf too touch, per tael.....53.25
Bar Silver.....26 15/16 Dollars.....nom.

OPIUM QUOTATIONS.

Hongkong, 24th September.
New Patna.....\$0.97 per cheest.
Old Patna.....97¹/₂
New Benares.....92¹/₂ per picul.
Old Benares.....945.
New Malwa.....850/860
Old Malwa.....870/900
Persian, paper tied.....815.

VESSELS IN PORT.

Steamers.
Anping Maru, Japanese steamer, 1,061, S. Atsumi, 2nd Sept.,—Swatow 21st Sept., General—Misui Bussan Kaisha.
Apenrade, German steamer, 611, H. Lorenzen, 21st Sept.,—Hoihow 20th Sept., General—Jebens & Co.
Babelsberg, German steamer, 1,379, A. Kieckmann, 7th Sept.,—Samarang 29th Aug., Sugar—Butterfield & Swire.
Calchas, British steamer, 4,278, T. Bartlett, 33rd Sept.,—Singapore 18th Sept., General—Butterfield & Swire.
Changsha, British steamer, 1,463, T. Moore, 12th Sept.,—Shanghai 9th Sept., General—Butterfield & Swire.
Charterhouse, British steamer, 1,278, Joslin, 20th Sept.,—Singapore 9th Sept., General—Butterfield & Swire.

Clara, German steamer, 675, Ulderup, 22nd Sept.,—Hoihow 20th Sept., General—Jebens & Co.
Devawongse, German steamer, 1,057, H. Texor, 20th Sept.,—Swatow 19th Sept., General—Butterfield & Swire.
Diamante, British steamer, 1,254, J. Rattenbury, 21st Sept.,—Manila 18th Sept., General—Shewan, Tones & Co.
Elegico, American steamer, 501, R. de Albeniz, 3rd Sept.,—Manila 31st August, Ballast—Brandao & Co.
Empress of Japan, British steamer, 3,003, II. Pyrus, R.N.R., 11th Sept.,—Vancouver, B.C., 20th Aug., and Shanghai 8th Sept., Mails and General—C. P. R. Co.
Gloucester City, British steamer, 2,197, Nilsen, 20th Sept.,—Samatang 8th Sept., Sugar—Butterfield & Swire.
Herman Menzeli, German steamer, 1,125, Shuit, 18th Sept.,—Newchwang 12th Sept., Beans—E. A. Trading Co.
Hongkong, French steamer, 750, J. Panner, 23rd Sept.,—Haiphong 20th Sept., Rice and Pigs—A. R. Marti.
Koh-si-chang, German steamer, 1,291, Leuss, 21st Sept.,—Bangkok 14th Sept., General—Butterfield & Swire.
Kwei-yang, British steamer, 1,062, A. W. Outerbridge, 23rd Sept.,—Canton 23rd Sept., General—Butterfield & Swire.
Lichtning, British steamer, 2,142, J. G. Spence, 20th Sept.,—Calcutta 31st Aug., Penang and Singapore 14th Sept., General—David, Sassoon Sons & Co.
Loongnong, German steamer, 1,245, R. Schulte, 9th Sept.,—Canton 9th Sept., General—Siemens & Co.
Takao, receiving ship, 4,600 tons, Comodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 303 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 6,000 tons, 450 i.h.p., Lieut.-Comdr. Lyne, Shanghai.
Loosok, German steamer, 1,020, T. Fuchs, 23rd Sept.,—Bangkok 16th Sept., Rice—Butterfield & Swire.
Macduff, British steamer, 1,882, R. Glegg, 22nd Sept.,—Muj 15th Sept., Coal—Doddwell & Co., I.d.
Taksang, British steamer, 977, W. P. Baker, 23rd Sept.,—Bangkok 16th Sept., General—Jardine, Matheson & Co.
Trigonia, British steamer, 1,060, Powell, 20th Aug.,—Shanghai 16th Aug., Kerosine—Arnold, Karberg & Co.
Victoria, American steamer, 2,112, J. Panton, 1st Aug.,—Tacoma, U.S.A. 4th July, Gene-ral—Doddwell & Co., I.d.
Victoria, Swedish steamer, 989, J. A. Hillberg, 2nd Sept.,—Java 11th Sept., Sugar—E. A. Trading Co.

Pigmy, 1st class, gunboat, 755 tons, 6 guns, 4,200 i.h.p., Lt. and Comdr. Oldham, cruising.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plaver, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Suyih, Hongkong.

Ridolfi, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.

Robin, river-gunboat, 83 tons, 2 guns, 200 i.h.p., Lieut.-Comdr. G. C. Webster, West River.

Rorato, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 1,200 i.h.p., Lieut.-Comdr. C. West River.

Sparrow, river-gunboat, 85 tons, 2 guns; 230 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Stork, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Stratos, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunbird, Russian torpedo boat, 120 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2,100 h.p., speed 12 knots.

Reval, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2,100 h.p., speed 22 knots.

Ursus, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Skorpio, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Scindia, U.S. cruiser, 7,500 tons, Comdr. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,000 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Wheating, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., at Hongkong.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilming, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yoritomo, U.S. gunboat, 1,716 tons, 6 guns, 3,192 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,175 tons, 10 guns, 3,800 h.p., Capt. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 9,440 tons, Capt. C. Cannelli, at Shanghai.

Ebe, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiorino, Italian cruiser, 1,000 tons, Capt. Carlo Negri, Shanghai.

Stramboli, Italian cruiser, 4,033 tons, Captain Cecconi, Singapore.

Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 i.h.p., Capt. Zeri, at Shanghai.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

The GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassettweitz, at Shanghai.

* *First Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lütte, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Gier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Heilo, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rimpold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Schamer, Practice.

*** *Hans*, German gunboat, 900 tons, 10 guns, Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.

Katerina Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. G. Lüth, at Amoy.

Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Kronprinz, German gunboat, 900 tons, 10 guns, Capt. Stein, at Nagasaki.

Kronprinz, German gunboat, 900 tons, 10 guns, Capt. Stein, at Nagasaki.

Kronprinz, German gunboat, 900 tons, 10 guns, Capt. Stein, at Nagasaki.

Kronprinz, German gunboat, 900 tons, 10 guns, Capt. Stein, at Nagasaki.

Kronprinz, German gunboat, 900 tons, 10 guns, Capt. Stein, at Nagasaki.

Kronprinz, German gunboat, 900 tons, 10 guns, Capt. Stein, at Nagasaki.

Kronprinz, German gunboat, 900 tons, 10 guns, Capt. Stein, at Nagasaki.</p